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CLASSIFICATION <u>SECRET</u>	
COUNTRY <u>East Germany</u>	REPORT
TOPIC <u>Bautzen-Litten Airfield</u>	
EVALUATION 	PLACE OBTAINED 25X1
DATE OF CONTENT 25X1	
DATE OBTAINED 	DATE PREPARED <u>5 April 1955</u> 25X1
REFERENCES _____	
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE) _____
REMARKS _____	
This is UNEVALUATED Information	

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1. The following air activity and aircraft were observed at Bautzen-Litten airfield between 29 January and 18 February 1955:

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29 January, 1, 2 and 3 February. Air activity by Yak-11s was observed from a distance. Eight Yak-11s were parked in front of the two easternmost hangars. Four aircraft were being pushed into each of the two hangars.

8 February. Between 0800 and 1600, Yak-11s crossed over the town 11 times.

9 February. Between 0830 and 1600, several Yak-11s crossed over the town. Between 1230 and 1400, 7 aircraft made local flights.

10 February. No air activity was observed.

11 February. Between 0600 and 1520, Yak-11s crossed over the town 21 times.

12 to 14 February. No air activity was observed from a distance.

15 February. Local and cross-country flights were made from 0900 to 1200 and from 1400 to 1530.

16 February. Between 0800 and 1400, Yak-11s crossed over the town 12 times. At about 1400, an element of two Yak-11s crossed over the town area at an altitude of about 150 meters.

17 February. No air activity was observed except for 4 cross-country flights from the direction of Bautzen.

18 February. Between 0900 and 1500, there was air activity by Yak-11s. Between 1345 and 1400, two Yak-11s practiced aerobatics flying aft of one another and maintaining a distance of about 50 meters. Loops, steep turns and Immelmann turns were observed. ¹

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3. Air activity and aircraft observed between 14 and 18 February:

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14 February. There was no air activity.15 February. Individual local flights were made and aerobatics were practiced.17 February. There was air activity including individual flights and flights in elements of two.18 February. Flights in elements of two and formations of four and aerobatics were made.¹4. Husaren Kaserne

On 23 February, the Husaren Kaserne on Kaethe-Kollwitz Strasse at the corner of Stralauer Strasse in Bautzen was apparently fully occupied by members of the Aeroclub. The sentries at the gate wore light blue epaulets and were armed with Soviet submachine guns. At 1110, 30 EM and officers left the installation in a bus.³

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6. Between 1000 and 1230 and between 1315 and 1600, on 16, 17 and 18 February, there was intensive air activity by Yak-11s. Up to 12 aircraft were aloft flying in elements of two Yak-11s. The distance between the two aircraft of an element was up to 30 meters. 1

7. Husaren Kaserne. The Husaren Kaserne on Kaethe Kollwitz Strasse in Bautzen consisted of two 3-story buildings each with 43 windows facing the yard. Many garages and workshops with a total of 22 doors were located in the large yard. The barracks installation was occupied by a VPL unit postal address of which was: VPL Headquarters Bautzen, post office box No 500. The sentries and VPL members who entered and left the installation wore silver-bordered light blue epaulets. Senior Lieutenant Guenther (fnu)

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was the chief of the administrative section. Near the administrative section was the office of Captain Wuestermann (fnu) whose rank was not known. 3

8. At about 1100 on 17 February, [redacted] were parked in the barracks yard [redacted]

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Some of these vehicles were 2-axle and 3-axle workshop trucks. [redacted]

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1. [redacted] Comment. It is believed that Bautzen-Litten airfield is still occupied by the 2nd and 3rd Departments of the Bautzen Aeroclubs. Fighter training was started at Bautzen-Litten airfield as at other VPL airfields. [redacted]

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3. [redacted] Comment. The statements on the Husaren Kaserne agree with previous information. Senior Lieutenant Guenther (or Guenter) has previously been confirmed as chief of the administrative section and Captain Wuestermann (or Wustmann) as supply officer in Bautzen.

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